



Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
Arizona Authorized Programs and Funding Levels -- Fiscal Year 2005/2006

Date: 2/3/2006

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Authorization Program	FY 2005	FY 2006*
Metropolitan Transportation Planning Program (Section 5303)	\$1,212,515	\$1,548,104
Statewide Transportation Planning Program (Section 5304)	\$241,159	\$308,041
Urbanized Area Apportionments		
Urbanized Area Formula Program (Section 5307) & Growing States and High Density States Formula (Section 5340)		
Urbanized areas 1,000,000 or more in population:		
Phoenix--Mesa, AZ	\$37,130,533	\$37,688,964
Urbanized areas 200,000 to 999,999 in population:		
Tucson	\$9,583,896	\$9,672,348
Urbanized areas 50,000 to 199,999 in population:		
Avondale	\$814,700	\$958,078
Flagstaff	\$597,917	\$612,343
Prescott	\$620,808	\$638,032
Yuma, AZ--CA	\$1,190,222	\$1,202,384
Fixed Guidway Modernization Capital Investment Program (Section 5309)		
Phoenix--Mesa, AZ	\$2,288,197	\$2,654,002
Bus and Bus Facility Allocations (Section 5309)		
Coconino County Bus Facilities	\$0	\$990,000
Coconino County Buses and Bus Facilities for Flagstaff	\$1,360,489	\$237,947
Coconino County, Bus and Bus Facilities for the Sedona Transit System	\$2,526,623	\$180,839
East Valley Bus Maintenance Facility	\$0	\$990,000
Intermodal Center, Scottsdale	\$0	\$801,900
Phoenix, Construct City of Phoenix para-transit facility (Dial-A-Ride)	\$340,123	\$190,357
Phoenix, Construct metro bus facility in Phoenix's West Valley	\$0	\$951,786
Phoenix, Construct regional heavy bus maintenance facility	\$0	\$190,357
Phoenix/Avondale/Glendale Bus Expansion	\$0	\$1,485,000
Phoenix/Avondale/Glendale Bus Replacement	\$1,457,667	\$0
Phoenix/Glendale West Valley Operating Facility	\$3,401,224	\$990,000
Scottsdale--Plan, design, and construct intermodal center	\$0	\$475,893
Sun Tran CNG Buses and Facilities	\$0	\$1,980,000
Tempe--Construct East Valley Metro Bus Facility	\$6,753,859	\$1,237,322
Downtown Tempe Transit Center	\$777,422	\$0
Tucson Sun Tran Alternative Fuel Bus Replacement	\$971,779	\$1,485,000
Tucson Sun Tran Bus Storage and Maintenance Facility	\$0	\$4,950,000
Tucson Sun Tran CNG Replacement Buses	\$2,672,390	\$0

CONTINUED

Authorization Program		FY 2005	FY 2006*
New Starts Program Allocations (Section 5309)			
Central Phoenix/East Valley LRT		\$74,400,000	\$88,209,000
Special Needs for Elderly Individuals and Individuals with Disabilities (Section 5310)		\$1,723,473	\$2,011,510
Formula Grants for Other Than Urbanized Areas (Section 5311) & Growing States and High Density States Formula (Section 5340)		\$3,404,552	\$7,855,503
Rural Transportation Assistance Program (Section 5311(b)(3))		\$90,271	\$108,491
Job Access and Reverse Commute (Section 5316)			
Urbanized Area 200,000 or more in population:			
Phoenix--Mesa		No Funding	\$1,437,345
Tucson		No Funding	\$441,408
Urbanized Areas 50,000 to 199,999 in population	(See page 3 for area distribution)	No Funding	\$275,606
Nonurbanized Areas Less than 50,000 in population	(See page 4 for area distribution)	No Funding	\$491,772
New Freedom Program (Section 5317)			
Urbanized Area 200,000 or more in population:			
Phoenix--Mesa		Program N/A	\$816,250
Tucson		Program N/A	\$196,373
Urbanized Areas 50,000 to 199,999 in population	(See page 3 for area distribution)	Program N/A	\$148,388
Nonurbanized Areas Less than 50,000 in population	(See page 4 for area distribution)	Program N/A	\$200,872
Surface Transportation Program (STP)--Flexible Funds			
ADOT Flex			
Flagstaff, AZ (FMPO/Coconino County)		\$258,606	\$100,056
Tucson, AZ (PAG)		\$822,263	\$822,263
Phoenix, AZ (MAG)		\$3,152,478	\$2,993,928
Yuma, AZ (YMPO)		\$155,952	\$155,952
Central Yavapai Metropolitan Planning Organization (CYMPO)		\$0	TBD
Section 5310		\$1,182,900	\$1,500,000
Section 5311		\$927,801	\$927,801
Local Flex			
Pima Association of Governments (PAG)		\$190,000	TBD
Phoenix, AZ (MAG)		\$3,859,029	TBD
Congestion Mitigation & Air Quality			
Maricopa Association of Governments (MAG)		\$18,561,754	TBD
Total Arizona Apportionments:		\$182,670,602	\$181,111,215

* Reflects the 1% across the board cut in discretionary spending for FY2006

JARC and New Freedom FY2006 Area Distribution

Designated Urbanized Area Population based on the 2000 Census

Avondale	67,875
Flagstaff	57,050
Phoenix--Mesa	2,907,049
Prescott	61,909
Tucson	720,425
Yuma	93,855

UZA 50,000 to 199,999

JARC - \$275,606

Avondale	67,875	24.18%	X	\$275,606	=	\$66,641
Flagstaff	57,050	20.32%	X	\$275,606	=	\$56,003
Prescott	61,909	22.05%	X	\$275,606	=	\$60,771
Yuma	<u>93,855</u>	33.43%	X	\$275,606	=	<u>\$92,135</u>
	280,689					\$275,550

UZA 50,000 to 199,999

New Freedom - \$148,388

Avondale	67,875	24.18%	X	\$148,388	=	\$35,880
Flagstaff	57,050	20.32%	X	\$148,388	=	\$30,152
Prescott	61,909	22.05%	X	\$148,388	=	\$32,719
Yuma	<u>93,855</u>	33.43%	X	\$148,388	=	<u>\$49,606</u>
	280,689					\$148,357

Non Urbanized Area Less than 50,000 in population
JARC - \$491,772

Maricopa	97,225	7.95%	X	\$491,772	=	\$39,095
Pima	123,321	10.08%	X	\$491,772	=	\$49,570
Pinal	179,727	14.70%	X	\$491,772	=	\$72,290
Yuma	66,171	5.41%	X	\$491,772	=	\$26,604
Cochise	117,755	9.63%	X	\$491,772	=	\$47,357
Graham	33,489	2.73%	X	\$491,772	=	\$13,425
Gila	51,335	4.19%	X	\$491,772	=	\$20,605
Apache	69,423	5.67%	X	\$491,772	=	\$27,883
Navajo	97,470	7.97%	X	\$491,772	=	\$39,194
Coconino	59,270	4.84%	X	\$491,772	=	\$23,801
Yavapai	105,608	8.63%	X	\$491,772	=	\$42,439
La Paz	19,715	1.61%	X	\$491,772	=	\$7,917
Mohave	155,032	12.68%	X	\$491,772	=	\$62,356
Greenlee	8,547	0.69%	X	\$491,772	=	\$3,393
Santa Cruz	38,381	3.13%	X	\$491,772	=	\$15,392
	<u>1,222,469</u>					<u>\$491,321</u>

Non Urbanized Area Less than 50,000 in population
New Freedom - \$200,872

Maricopa	97,225	7.95%	X	\$280,872	=	\$15,969
Pima	123,321	10.08%	X	\$280,872	=	\$20,247
Pinal	179,727	14.70%	X	\$280,872	=	\$29,528
Yuma	66,171	5.41%	X	\$280,872	=	\$10,867
Cochise	117,755	9.63%	X	\$280,872	=	\$19,343
Graham	33,489	2.73%	X	\$280,872	=	\$5,483
Gila	51,335	4.19%	X	\$280,872	=	\$8,416
Apache	69,423	5.67%	X	\$280,872	=	\$11,389
Navajo	97,470	7.97%	X	\$280,872	=	\$16,009
Coconino	59,270	4.84%	X	\$280,872	=	\$9,722
Yavapai	105,608	8.63%	X	\$280,872	=	\$17,335
La Paz	19,715	1.61%	X	\$280,872	=	\$3,234
Mohave	155,032	12.68%	X	\$280,872	=	\$25,470
Greenlee	8,547	0.69%	X	\$280,872	=	\$1,386
Santa Cruz	38,381	3.13%	X	\$280,872	=	\$6,287
	<u>1,222,469</u>					<u>\$200,685</u>

Metropolitan Transportation Planning Program (Section 5303)

All provisions for Metropolitan Planning are consolidated in a new section 5303. The requirement for separate transportation plans and transportation improvement programs is maintained. The Long Range Transportation Plan and the Transportation Improvement Program are to be updated every four years. Provisions regarding Transportation Management Areas (TMAs) are included in the metropolitan transportation planning section. Metropolitan Planning Organizations (MPOs) are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation. Safety and security are factors to be included in metropolitan planning.

In developing a Long Range Transportation Plan, MPOs will be required to include transit agencies in making funding estimates; consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation; and have a participation plan that provides reasonable opportunities for all parties comments. TMAs must be certified every four years. Program updates of state or MPO plans shall reflect these changes by July 1, 2007.

Statewide Transportation Planning Program (Section 5304)

SAFETEA-LU consolidates statewide planning requirements in a new section 5304. States are allowed to enter into agreements for the purpose of planning cooperation and coordination for projects with multi-State implications. States must consider the economic vitality for rural areas as well as urbanized areas in statewide transportation planning. The Statewide Transportation Improvement Program (STIP) is to be updated every four years. Safety and security are factors to be included in statewide planning.

Urbanized Area Formula Program (Section 5307)

SAFETEA-LU preserves the existing formula program and its distribution factors, but creates several new programs or tiers to distribute a portion of the funds to urbanized areas (UZAs). It establishes a new tier for transit intensive urbanized areas with fewer than 200,000 in population and extends the authority to use formula funds for operating purposes in urbanized areas reclassified as being larger than 200,000 in population under the 2000 Census. These changes are described in detail in the following sections. Urbanized Area Formula Program apportionments will include funds apportioned under a new Growing States and High Density States program described below. The transit enhancement program will be administered by certification, and a grantee must submit an annual report of such projects to the FTA.

Fixed Guidway Modernization Capital Investment Program (Section 5309)

The bill does not change the Fixed Guidway Modernization program or distribution formula.

Bus and Bus Facility Allocations (Section 5309)

Bus and Bus Facilities is classified as a formula program for authorization in SAFETEA-LU but remains in the section 5309 Capital Investment program and is identified as section 5309(m)(1)(C) in FY 2005 and section 5309(m)(2)(C) beginning in FY 2006. SAFETEA-LU makes few changes to the program, but provides significant increases in funding. Some 600 earmarks are included in this section; these earmarks cover about half of the Bus and Bus Facilities program resources in each fiscal year through FY 2009. A new intermodal facilities program is established with a \$35 million annual set aside from the discretionary bus program. The intercity portion of intermodal terminals is eligible for funding under this program if the facility serves as a connector to public transportation. In addition, \$10 million is now available annually under the Bus Program for ferry boats or related terminals with the funds earmarked for specific projects.

Special Needs for Elderly Individuals and Individuals with Disabilities (Section 5310)

SAFETEA-LU maintains the current program for special needs of elderly individuals and individuals with disabilities. Because of strong interest in extending the authority to use section 5310 grant funds for operating assistance, a new seven-state pilot program is established for fiscal years 2006 through 2009 to determine whether expanded authority to use up to 33 percent of the funds apportioned under section 5310 for operating costs improves services to elderly individuals and individuals with disabilities. Four of the states in the pilot program are specified in law – Wisconsin, Alaska, Minnesota, and Oregon – along with three other states to be selected by the Secretary.

Formula Grants for Other Than Urbanized Areas (Section 5311)

SAFETEA-LU significantly increases funding for the rural program of the transit formula program. A new formula tier based on land area is established to address the needs of low-density states (20 percent of section 5311 funds are distributed through this tier). Indian tribes are added as eligible recipients, and a portion of funding is set aside each year for Indian tribes - \$8 million in FY 2006 and rising to \$15 million by FY 2009. Rural transit systems receiving formula funds will be required to report data to the National Transit Database. The sliding scale federal match under the federal highway program for states with a high percentage of federal lands is applicable under the section 5311 program. The current practice of requiring the Secretary of Labor to use a special warranty for section 5333 employee protective arrangements (formerly known as section 13(c)) is now codified in law. The Rural Transportation Assistance Program (RTAP) is funded with a 2 percent set aside of the Rural Formula program rather than from the Research program as under current law. Up to 15 percent of such funds can be used by FTA to carry out national projects. Rural Formula program apportionments will include 1

Rural Transportation Assistance Program (Section 5311(a)(3))

The rural transportation assistance program is funded with a 2 percent set-aside of the rural formula program, rather than from the research program under current law.

Growing States and High Density States Program (Section 5340)

The program distributes funds to the urbanized area formula and rural formula program under new factors. Half of the funds are made available under a formula based on population forecasts for 15 years beyond the most recent Census; amounts apportioned for each state are then distributed between urbanized areas and rural areas based on the ratio of urban/rural population within each state. The High Density States Program distributes the other half of the funds to states with population densities in excess of 370 persons per square mile. These funds are apportioned only to urbanized areas within those states.

Job Access and Reverse Commute (Section 5316)

The JARC program is changed to become a formula program rather than the existing competitive discretionary grants program. The formula is based on ratios involving the number of eligible lowincome and welfare recipients with 60 percent of funds going to urban areas with more than 200,000 population, 20 percent for urban areas with fewer than 200,000 population, and 20 percent to rural areas. SAFETEA-LU contains report language directing the FTA to continue its practice of providing maximum flexibility to job access projects designed to meet the needs of individuals who are not effectively served by public transportation. Coordination is required between private, non-profit, and public transportation providers and other federal programs in the JARC program, the New Freedom Program, and the Elderly and Disabled program.

New Freedom Program (Section 5317)

A new program called the New Freedom Program will provide formula funding for new transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities. The New Freedom Program will be apportioned using a formula based on the disabled population in a state, with 60 percent of the funds apportioned to urbanized areas with populations larger than 200,000, 20 percent to states for use in urbanized areas of fewer than 200,000, and 20 percent to states for use in rural areas. Funds will be made available to transit systems and the states. The program contains language mandating coordination of transportation services with other federal human service programs. The law's legislative history specifies that employee protective arrangements under section 5333 (formerly known as section 13(c)) do not apply to this new program.

Surface Transportation Program (STP) -- Flex Funds

STP is the largest source of funds from FHWA. Funding is at 80 percent Federal share or at the discretion of the state and may be used for all projects eligible for funds under current FTA programs excluding operating assistance. Funds can be transferred from FHWA to sections 5304, 5307, 5310 and 5311 to support transit projects.

Congestion Mitigation & Air Quality (CMAQ) -- Flex Funds

CMAQ funds are transferred from FHWA and are used to support transportation projects in air quality nonattainment areas. A CMAQ project must contribute to the attainment of the national ambient air quality standards by reducing pollutant emissions from transportation sources.